



CAR-47

Civil Aviation Regulation

Aircraft Registration,

Registration Markings

and Aircraft

Deregistration

Effective 5th November 2020

Approved by: HE Dr. Mohamed bin Nasser Al-Zaabi
(President CAA)

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List of Effective Pages

Page No.	Rev No.	Date of Issue	Page No.	Rev No.	Date of Issue	Page No.	Rev No.	Date of Issue
1	04	05/11/20	35	04	05/11/20	69		
2	04	05/11/20	36	04	05/11/20	70		
3	04	05/11/20	37	04	05/11/20	71		
4	04	05/11/20	38	04	05/11/20	72		
5	04	05/11/20	39	04	05/11/20	73		
6	04	05/11/20	40	04	05/11/20	74		
7	04	05/11/20	41	04	05/11/20	75		
8	04	05/11/20	42	04	05/11/20	76		
9	04	05/11/20	43	04	05/11/20	77		
10	04	05/11/20	44	04	05/11/20	78		
11	04	05/11/20	45			79		
12	04	05/11/20	46			80		
13	04	05/11/20	47			82		
14	04	05/11/20	48			83		
15	04	05/11/20	49			84		
16	04	05/11/20	50			85		
17	04	05/11/20	51			86		
18	04	05/11/20	52			87		
19	04	05/11/20	53			88		
20	04	05/11/20	54			89		
21	04	05/11/20	55			90		
22	04	05/11/20	56			91		
23	04	05/11/20	57			92		
24	04	05/11/20	58			93		
25	04	05/11/20	59			94		
26	04	05/11/20	60			95		
27	04	05/11/20	61			96		
28	04	05/11/20	62			97		
29	04	05/11/20	63			98		
30	04	05/11/20	64			99		
31	04	05/11/20	65			100		
32	04	05/11/20	66			101		
33	04	05/11/20	67			102		
34	04	05/11/20	68			103		

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Amendment Record List and Date of Applicability

Revision No	Issue Date	Inserted By	Insertion Date	Date of Applicability
Revision 1	July 1 st , 2010			
Revision 2	July 16 th , 2018			
Revision 3	December 1 st , 2019			
Revision 4	November 05 th , 2020			

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**Table of Contents – CAR 47 – Aircraft registration, Registration Markings & Aircraft
Deregistration**

List of Effective Pages	3
Amendment Record List and Date of Applicability	5
Corrigendum of Amendments	7
Glossary of Terms or Abbreviations	11
SUBPART A - GENERAL	18
CAR 47.1 Scope	18
CAR 47.2 Eligibility and Registration Required	18
CAR 47.2-1 Eligibility	18
CAR 47.2-2 Registration Required	19
CAR 47.3 Applicants	19
CAR 47.4 Reserved	19
CAR 47.5 Evidence of Ownership	20
CAR 47.6 Reserved	21
CAR 47.7 Signatures and Instruments Made by Representatives	21
CAR 47.8 Assignment of Registration Marks	22
CAR 47.9 Fees	22
CAR 47.10 Civil Aircraft Register	23
CAR 47.11 Table of General Classification of Aircraft	23
SUBPART B – CERTIFICATES OF REGISTRATION	25
CAR 47.12 Scope	25
CAR 47.13 Application	25
CAR 47.14 Aircraft Not Previously Registered Anywhere	25
CAR 47.15 Aircraft Last Previously Registered in the Sultanate of Oman	25
CAR 47.16 Aircraft Last Previously Registered in or Imported from a Foreign Country	26
CAR 47.17 Effective Date of Registration	26
CAR 47.18 Duration and Return of Certificate	27
CAR 47.19 Invalid Registration	27
CAR 47.20 Change of Address	27
CAR 47.21 Cancellation of Certificate for Export Purpose	28
CAR 47.22 Replacement of Certificate	28

CAR 47.23	Responsibility of the Holder.....	28
CAR 47.24	Removal from the National Register for Civil Aircraft	29
SUBPART C – DEREGISTRATION		30
CAR 47.25	Deregistration Prior to Exporting Aircraft.....	31
CAR 47.26	Deregistration Prior to Destruction/Breakup of Aircraft	31
SUBPART D – NATIONALITY AND REGISTRATION MARKS		33
CAR 47.27	Scope.....	33
CAR 47.28	Nationality and Registration Marks Required.....	33
CAR 47.29	Reservation of Registration Mark and Mode S Code.....	33
CAR 47.30	Aircraft registered in the Sultanate of Oman	33
CAR 47.31	Identification Plate.....	38
CAR 47.32	Sale of Aircraft; Removal of Marks	38
CAR 47.33	Revocation and Suspension of the Certificate of Registration	38
CAR 47.34	Noise Certificates	39
CAR 47.35	Radio and Radio Navigation Equipment	39
CAR 47.36	Revocation, suspension and variation of certificates, licences and other documents.	40
CAR 47.37	Flight permit.....	40
APPENDIX 1 Certificate of Registration CAA Form		42
APPENDIX 2 Certificate of Aircraft Deregistration CAA Form		44

Glossary of Terms or Abbreviations

The following terms or acronyms may be used in any manual or document published by PACA. Reproduction in part or whole is allowed without prior approval. The Document Control Office reserves the rights to include such a listing in any PACA manual or document prior to publishing.

ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ACCID	Accident
ADREP	Accident/Incident Reporting System
AFIS	Aerodrome Flight Information Service
AFTN	Aeronautical Fixed Telecommunication Network
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
A/C	Aircraft
AMSL	Above Mean Sea Level
AOC	Air Operator Certificate
APP	Approach Control Office
ARO	Air Traffic Services Reporting Office
ATC	Air Traffic Control
ATS	Air Traffic Service
CAA	Civil Aviation Authority
CAR	Civil Aviation Regulation
CFMU	Central Flow Management Unit
COM	Communications/Equipment
DAMP	Drugs and Alcohol Management Plan
FIC	Flight Information Centre
FIS	Flight Information Service
GM	Guidance Material
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IIC	Investigator in Charge
INCID	Incident
ISA	International standard atmosphere
Minister	Minister of Transport Communications and Information Technology
NOTAM	Notice to Airmen
NPA	Notice of Proposed Amendment
OTSB	Oman Transport Safety Bureau
PL	Policy Lead
RCC	Rescue Co-ordination Centre of the Sultanate
RNAV	Area Navigation
SAR	Search and Rescue
SIGMET	Significant Meteorological Report
SINCID	Serious Incident
SRA	Surveillance Radar Approach
SSR	Secondary Surveillance Radar
TCAS	Traffic Alert and Collision Avoidance System
TL	Technical Lead

UTC	Universal Time Coordinated
VHF	Very High Frequency
WX	Weather

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FOREWORD

- (a) The Civil Aviation Requirements for Aircraft Registration, Registration Markings and Aircraft Deregistration have been issued by the Civil Aviation Authority of the Sultanate of Oman (hereinafter called the AUTHORITY) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) This CAR-47 prescribes the requirements for Aircraft Registration, Registration Markings and Aircraft Deregistration.
- (c) CAR-47 is based on the requirements contained in ICAO Annex 7.
- (d) This CAR 47 shall be effective after the approval by the Authority of the Sultanate of Oman.
- (e) The editing practices used in this document are as follows:
 - (1) 'Shall' is used to indicate a mandatory requirement
 - (2) 'Should' is used to indicate a recommendation
 - (3) 'May' is used to indicate discretion by the Authority, or the industry as appropriate.
 - (4) 'Will' indicates a mandatory requirement and is used to advise of action incumbent on the Authority.
- (f) This CAR 47 will be effective and to proceed the previous CAR 47 from the date of the signature of this regulation.

Note: The use of the male gender implies the female gender and vice versa.

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Objectives and scope

1. This Regulation establishes measures for ensuring the application of the standards and requirements for aircraft registration; the measures being mandatory in pursuance to the enabling Law, for the time being in force.
2. The provisions of this Regulation shall apply only to civil aircraft flying in/out of the Sultanate of Oman.
3. The provision of this Regulation shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without payload.
4. All Omani Aircraft must hold a Type Certificate issued by State of Design acceptable to the Authority.

Definitions

Definitions of Annex 7 as amended to the Convention on International Civil Aviation of 1944 shall be the same terms and meanings used in this Regulation and they are fully reflected in CAR1.

Amendment and revision

1. Revision may be made by the Authority to the technical requirements and administrative procedures contained in this Regulation resulting from any future International Standards changes in the airworthiness related Annexes of ICAO that the Authority may adopt.
2. When such revision is made, the Authority shall ensure that the aeronautical industry shall be made aware of such revision in accordance with the Civil Aviation Regulation Change Procedures or process that the Authority may establish.
3. By derogation from paragraph 1 and 2, the Authority may however, amend, revise, supersede, revoke or cancel this Regulation in CAR or in whole in accordance with established Civil Aviation Regulation Change Procedures.

Certificate of registration and Deregistration requirements

1. All Certificates of aircraft registration and deregistration are issued only in English language.
2. Each aircraft registered in Oman must carry on board the certificate of registration.

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SUBPART A - GENERAL

CAR 47.1 Scope

This Subpart establishes the general provisions for aircraft registration in the Sultanate of Oman.

CAR 47.2 Eligibility and Registration Required

CAR 47.2-1 Eligibility

1. An aircraft shall be eligible for registration if,
 - (a) it is,
 - (i) Owned by the Government of the Sultanate of Oman; or
 - (ii) owned by a citizen of the Sultanate of Oman and by an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the Sultanate of Oman; or
 - (b) it is,
 - (i) not registered under the laws of any foreign country; and
 - (ii) of a type eligible for an issue of certificate of airworthiness.
 - (c) If an aircraft is owned by a body incorporated in a foreign country and leased to a National, or a body incorporated and having its principal place of business in the Sultanate of Oman, or the Government, the Authority may register the aircraft in the name of the owner, upon being satisfied that the lease agreement is acceptable in accordance with paragraph d ; the aircraft is not registered under the laws of any foreign country; and it is of a type eligible for an issue of certificate of airworthiness, and subject to the provisions of this regulation, the aircraft may remain so registered during the continuation of the lease agreement.
 - (d) For the purpose of paragraph c, an aircraft lease agreement may be accepted by the Authority, if it is determined that the continuing airworthiness requirements of the aircraft are ensured under the terms and conditions of the lease agreement. The lease agreement shall ensure that:
 - (i) The lessor and the lessee are properly identified;
 - (ii) The aircraft subject to the lease agreement is identified by aircraft make, model and manufacturer's serial number;
 - (iii) The effective dates of the lease are properly identified;
 - (iv) The person having operational control is the lessee;
 - (v) The Sultanate of Oman is identified as the State of Registry;
 - (vi) The aircraft will be maintained and the responsibilities for the accomplishment of maintenance and for keeping the aircraft maintenance records are in accordance with the Sultanate of Oman regulations on continuing airworthiness; and
 - (vii) The maintenance/inspection programme that will be utilised is approved by the Authority.

2. No person may operate an aircraft that is eligible for registration unless the aircraft has been registered;

Note: CAA will not allow the registration of aircraft designated for operations of passenger transportation purpose older than 10 years from the date of first registration in Civil Aircraft Registry of any contracting state and as maximum 15 years old for cargo aircraft.

CAR 47.2-2 Registration Required

1. An aircraft shall not fly in or over the Sultanate of Oman unless it is registered in:
 - (a) The Sultanate of Oman; or
 - (b) A Contracting State to the ICAO; or
 - (c) some other country in relation to which there is in force agreement between the Government of the Sultanate of Oman and the Government of that country which makes provisions for the flight over the Sultanate of Oman of aircraft registered in that country; or
2. A glider without motor powered may fly unregistered on any flight which:
 - (a) Begins and ends in the Sultanate of Oman in approved areas by relevant authorities without passing over any other country, and
 - (b) Is not for the purpose of public transport or aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person receiving the instruction or undergoing the test are both members;
3. Paragraph (1) shall not apply to any kite or captive balloon.

CAR 47.3 Applicants

1. A person who wishes to register an aircraft in the Sultanate of Oman must submit an application established by the Authority for aircraft registration under this CAR.
2. An aircraft may be registered only by and in the legal name of its owner.
3. The registration under this CAR is not evidence of ownership of aircraft in any proceeding in which ownership by a particular person is in issue. The Authority does not issue any certificate of ownership or endorse any information with respect to ownership on a Certificate of Registration. The Authority issues a Certificate of Registration to the person who appears to be the owner on the basis of the evidence of ownership submitted pursuant to CAR-47.5 with the application for aircraft registration, or recorded in the national civil aircraft register.

CAR 47.4 Reserved

CAR 47.5 Evidence of Ownership

Each person that submits an application for aircraft registration under this CAR must provide such particulars and evidences of the ownership or leasing thereof as it may require to include but not limited to:

1. A copy of passport or equivalent national identification document, if the owner is a National of the Sultanate of Oman; or
2. A copy of the certificate of incorporation or partnership, if the owner is a body incorporated or the partnership is registered in the Sultanate of Oman and having their principal place of business in the Sultanate of Oman; or
3. If the owner is a person other than a National, residing in the Sultanate of Oman:
 - (a) A certified true copy of his valid passport with residence permit. The residence permit must be valid for at least one year at the time of the application:
 - (b) A letter from his Sponsor who must be a National of the Sultanate of Oman, confirming the following:
 - i. The applicant is a bona fide employee of the Sponsor; or
 - ii. Having legal business with the Sponsor; and
 - iii. The Sponsor has been made fully aware by the applicant of his application for aircraft registration and has no objection of the application; and
 - iv. The Sponsor undertakes the responsibility to notify the Authority upon the termination of the employment or the dissolution of the business, as the case may be.
 - (c) A statement by a Government accredited Bank in the Sultanate of Oman where the applicant has an account, certifying that the applicant has no outstanding liabilities with the Bank;
 - (d) An approval letter from the Chamber of Commerce, Ministry of Economy and Trade, authorising the applicant to engage in legal trade or business in the Sultanate of Oman, or a letter of exemption or waiver to relevant implementing commercial rules permitting the applicant to file his application for aircraft registration with the Authority.
4. If the owner is a body incorporated in a foreign country and the lessor of an aircraft lease agreement acceptable to the Authority, a true copy of its foreign certificate of incorporation; and
5. A copy of the Aircraft Bill of Sale; and
6. Where applicable, a certified true copy of signed:
 - (a) Aircraft lease agreement document;
 - (b) Mortgage document;
 - (c) Security assignment instrument;
 - (d) Aircraft delivery certificate; and
 - (e) Aircraft certificate of acceptance.

CAR 47.6 Reserved

CAR 47.7 Signatures and Instruments Made by Representatives

1. Each signature on an application for aircraft registration, or request of cancellation of a certificate of registration, or a document submitted as supporting evidence under this CAR, must be in ink.
2. When one or more persons doing business under a trade name submits an application for aircraft registration or a request for cancellation of a certificate of registration, the application or request must be signed by, or in behalf of each person who shares title to the aircraft.
3. When an agent submits an application for aircraft registration or a request for cancellation of a certificate of registration in behalf of the owner, he must:
 - (a) State the name of the owner on the application or request;
 - (b) Sign as agent or attorney-in-fact on the application or request; and
 - (c) Submit a signed power of attorney, or true copy thereof with the application or request.
4. When a corporation submits an application for aircraft registration or a request for cancellation of a certificate of registration, whether it is the owner of the aircraft or in the case of aircraft which is a subject of a lease agreement, it is acting for and in behalf of the lessee, it must:
 - (a) Have an authorized person sign the application or request;
 - (b) Show the title of the signer's office on the application or request; and Submit a copy of the authorization from the board of directors to sign for the corporation, certified as true by a corporate officer or other person in a management position therein, with the application or request, unless the signer is a corporate officer or other person in a managerial position in the corporation and the title of his office is stated in connection with his signature;
5. When a partnership submits an application for aircraft registration or a request for cancellation of a certificate of registration, it must:
 - (a) State the full name of the partnership on the application or request; (b) State the name of each general partner on the application or request; and (c) Have a general partner sign the application or request.
6. When co-owners, who are not engaged in business as partners, submit an application for aircraft registration or a request for cancellation of certificate of registration, each person who shares title to the aircraft under the arrangement must sign the application or request.
7. A power of attorney or other evidence of a person's authority to sign for another, submitted under this CAR, is valid for the purposes of this CAR, unless sooner revoked, until:
 - (a) Its expiration date stated therein; or
 - (b) If an expiration date is not stated therein, for not more than 3 years after the date:
 - (i) It is signed; or
 - (ii) The grantor (a corporate officer or other person in a management position therein, where the grantor is a corporation) certifies in writing that the authority to sign shown by the power of attorney or other evidence is still in effect.

CAR 47.8 Assignment of Registration Marks

1. Aircraft not previously registered anywhere:

The applicant must obtain the Sultanate of Oman registration mark from the Authority by request in writing describing the aircraft by make, type, series, and serial number, as provided in CAR-47.14 and stating that the aircraft has not previously been registered anywhere. If the aircraft was bought into the Sultanate of Oman from a foreign country, the applicant must submit evidence that the aircraft has never been registered in a foreign country.

2. Aircraft last previously registered in the Sultanate of Oman:

Unless the applicant applies for a different registration mark, he must indicate the Sultanate of Oman registration mark that is already assigned to the aircraft on his application and the supporting evidence.

3. Aircraft last previously registered in or imported from a foreign country:

Whether or not the foreign registration has ended, the applicant must obtain a Sultanate of Oman registration mark from the Authority for an aircraft last previously registered in a foreign country, by request in writing describing the aircraft by make, type, series and serial number, accompanied by:

- (a) Evidence of termination of foreign registration or non-registration, in the case of newly manufactured aircraft.
- (b) If foreign registration has not ended, the applicant's written confirmation that the Sultanate of Oman registration mark will not be placed on the aircraft until foreign registration has ended.

4. Any unassigned Omani identification mark may be assigned as a special identification mark. An applicant who wants a special identification mark or wants to change the identification mark of his aircraft may apply for it to the Authority. The fee required must accompany the application.

CAR 47.9 Fees

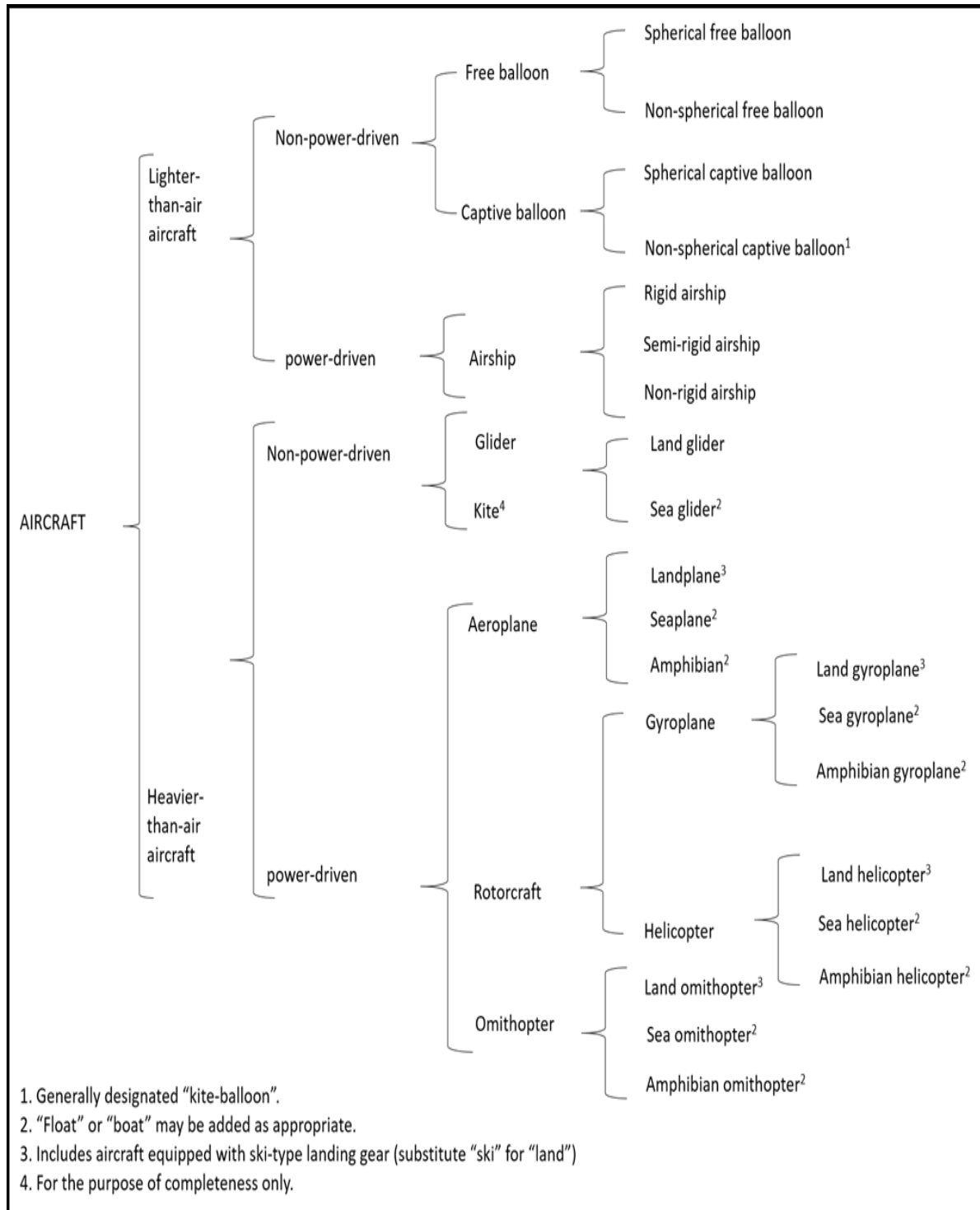
Fees for the issue of the Certificate of Registration or Certificate of Aircraft Deregistration and for recording of the various documents in the National Register for Civil Aircraft are stipulated in CAN 106 (Fees schedule). Fees calculation is based on Maximum Take of Mass (MTOM).

CAR 47.10 Civil Aircraft Register

1. Each aircraft issued with a certificate of registration under this CAR must be recorded in civil aircraft register which shall be kept updated and maintained by the Authority with the following particulars:
 - (a) The number of the certificate issued to it;
 - (b) The nationality mark of the aircraft and the registration mark assigned to it by the Authority;
 - (c) The name of the manufacturer of the aircraft and its designation;
 - (d) The serial number of the aircraft; and
 - (e) The name and address of the owner; and
 - (f) If the aircraft is the subject of a lease agreement accepted by the Authority, the name and address of the lessor and lessee operator.
2. The Authority shall establish and maintain a National Civil Aircraft Registry and shall keep it up to date showing for each aircraft it registered, the information recorded in the certificate of registration. The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

CAR 47.11 Table of General Classification of Aircraft

1. Aircraft shall be classified in accordance with Table 1.
2. An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
3. Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.



1. Generally designated "kite-balloon".
2. "Float" or "boat" may be added as appropriate.
3. Includes aircraft equipped with ski-type landing gear (substitute "ski" for "land")
4. For the purpose of completeness only.

Table 1 Classification of aircraft

SUBPART B — CERTIFICATES OF REGISTRATION

CAR 47.12 Scope

This Subpart establishes the requirements for the issue of certificates of registration.

CAR 47.13 Application

Each applicant for a certificate of registration must submit the following to the Authority:

1. A completed and signed application form established by the Authority;
2. Evidence of ownership required under CAR-47.5;
3. Such particulars relating to the aircraft to include but not limited to:
 - (a) The proper description of the aircraft according to the 'General Classification of Aircraft' set forth in CAR-47.11;
 - (b) A copy of the aircraft type certificate and associated type certificate data sheet;
 - (c) The deregistration confirmation by the official having jurisdiction over national aircraft registry of the foreign country where the aircraft was last previously registered or the non-registration confirmation by the competent authority of the State of Design, stating the date and time of the removal of the aircraft from its civil aircraft register and the recorded liens against the aircraft, if any;
 - (d) If the aircraft is imported from a foreign country, a copy of the foreign export certificate of airworthiness or equivalent document; and
4. Payment of appropriate fee as per CAR-47.9.

CAR 47.14 Aircraft Not Previously Registered Anywhere

1. A person who is the owner of an aircraft that has not been registered in pursuance, under other law of the Sultanate of Oman, or under foreign law, may register it under this CAR if he:
 - (a) Complies with the provisions of CAR-47.2, 47.5, 47.7, 47.8 and 47.9, as applicable; and
 - (b) Submits with his application along with export certificate of airworthiness, a certified true copy of the aircraft bill of sale, signed by the seller, an equivalent bill of sale, or other evidence of ownership authorised by CAR-47.5.

CAR 47.15 Aircraft Last Previously Registered in the Sultanate of Oman

1. A person who is the owner of an aircraft last previously registered under the Civil Aviation Law as amendment, may register it under this CAR if he complies with the provisions of CAR-47.2, 47.5, 47.7, 47.8 and 47.9 as applicable; and submits with his application the aircraft bill of sale signed by the seller or an equivalent conveyance, or other evidence of ownership compliant with the provisions of CAR-47.5:
 - (a) If the applicant bought the aircraft from the last registered owner, the conveyance must be from that owner to the applicant.

- (b) If the applicant did not buy the aircraft from the last registered owner, he must submit conveyances or other instruments showing consecutive transactions from the last registered owner through each intervening owner to the applicant.
- 2. If, for good reasons, the applicant cannot produce the evidence of ownership required by paragraph (1) of this CAR, he must submit other evidence that is satisfactory to the Authority. This other evidence may be an affidavit stating why he cannot produce the required evidence, accompanied by whatever further evidence is available to prove the transaction.

CAR 47.16 Aircraft Last Previously Registered in or Imported from a Foreign Country

- 1. A person who is the owner of an aircraft last previously registered under the law of a foreign country may register it under this CAR if he:
 - (a) Complies with the provisions of CAR-47.2, 47.5, 47.7, 47.8 and 47.9, as applicable; and
 - (b) Submits with his application a certified true copy of the aircraft bill of sale from the foreign seller or other evidence satisfactory to the Authority that he owns the aircraft; and (c) Submits evidence satisfactory to the Authority that:
 - i. If the country in which the aircraft was registered has not ratified the Convention on the International Recognition of Rights in Aircraft, the foreign registration has ended or is invalid; or
 - ii. If that country has ratified the convention, the foreign registration has ended or is invalid, and each holder of a recorded right against the aircraft has been satisfied or has consented to the transfer, or ownership in the country of export has been ended by a sale in execution under the terms of the convention.
- 2. For the purposes of this CAR, satisfactory evidence of termination of the foreign registration may be:
 - (a) A statement, by the official having jurisdiction over national aircraft registry of the foreign country, that the registration has ended or is invalid, and showing the official's name and title and describing the aircraft by make, type, series, and serial number; or
 - (b) A final judgment or decree of a court of competent jurisdiction of the foreign country, determining that, under the laws of that country, the registration has become invalid.

CAR 47.17 Effective Date of Registration

An aircraft is registered under this subpart on the date and at the time the Authority issues the certificate of registration, after the documents and fees required under CAR-47.9, CAR-47.14 and CAR47.15 have been received and examined.

CAR 47.18 Duration and Return of Certificate

1. Each certificate of registration issued by the Authority under this CAR is effective, unless suspended or revoked, until the date upon which:
 - (a) The aircraft is registered under the laws of a foreign country;
 - (b) The aircraft is totally destroyed or scrapped;
 - (c) Ownership of the aircraft is transferred;
 - (d) The holder of the certificate loses his nationality;
 - (e) The owner, if a person residing or having a place of business in the Sultanate of Oman, losses his residence permit or equivalent residence approval issued by the relevant authority;
 - (f) The owner, if a body incorporated in a foreign country ceases to be the lessee in the aircraft lease agreement previously accepted by the Authority.
2. The certificate of registration, with the reverse side completed, must be returned to the Authority:
 - (a) In case of registration under the laws of a foreign country, by the person who was the owner of the aircraft before foreign registration;
 - (b) Upon the termination of the registration, by the holder of the certificate of registration in all cases mentioned in paragraph (1) of this CAR.

CAR 47.19 Invalid Registration

1. The registration of an aircraft is invalid if, at the time it is made:
 - (a) The aircraft is registered in a foreign country;
 - (b) The applicant is not the owner; or
 - (c) The applicant is not qualified to submit an application under this CAR; or
 - (d) The interest of the applicant in the aircraft was created by a transaction that was not entered into in good faith, but rather was made to avoid (with or without the owner's knowledge) compliance with this Regulation.
2. If the registration of an aircraft is invalid under paragraph (1) of this section, the holder of the invalid certificate of registration shall return it as soon as possible to the Authority.

CAR 47.20 Change of Address

Within 30 days after any change of his permanent mailing address, the holder of a certificate of registration for an aircraft shall notify the Authority of his new address. A revised certificate of registration is then issued with charge as prescribed in CAN 1-06. (Fees schedule).

CAR 47.21 Cancellation of Certificate for Export Purpose

1. The holder of a certificate of registration who wishes to cancel the certificate of registration for the purpose of export must submit the followings to the Authority:
 - (a) A written request for cancellation of the certificate describing the aircraft by make, type, series, and serial number, stating the Sultanate of Oman registration mark and the country to which the aircraft will be exported; and
 - (b) Evidence satisfactory to the Authority that each holder of a recorded right has been satisfied or has consented to the transfer.
2. The Authority notifies the country to which the aircraft is to be exported of the cancellation by ordinary mail, or by airmail at the owner's request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail or airmail.

CAR 47.22 Replacement of Certificate

1. If the certificate of registration is lost, stolen, or mutilated, the holder of the certificate of registration may apply to the Authority for a duplicate certificate, accompanying his application with the fee required by CAR-47.9.
2. The Authority does not issue a temporary certificate of registration. An aircraft shall not be operated if the certificate of registration issued to the aircraft is lost, stolen, or mutilated, unless, it has been replaced and the replacement certificate is carried on board the aircraft.

CAR 47.23 Responsibility of the Holder

1. The holder of the certificate of registration shall retain and maintain the relevant record associated with the aircraft registration whilst the aircraft remain in the national civil aircraft register.
2. The holder of the certificate of registration, or in the case of an aircraft which is subject to a lease agreement accepted by the Authority, the lessor operator, shall ensure that the certificate of registration is carried on board the aircraft at all times and shall not be mutilated, disfigured or defaced by any person.
3. The holder of the certificate of registration, or in the case of an aircraft which is subject to a lease agreement accepted by the Authority, the lessor operator, shall afford the Authority or its authorized person unrestricted access to aircraft and its relevant records or documents at the location where it can be inspected and examined when required.
4. In all cases, compliance with the provisions of this CAR.

CAR 47.24 Removal from the National Register for Civil Aircraft

1. Owners and Operators of aircraft registered in the Sultanate of Oman and for which a Certificate of Airworthiness has been issued, are advised that all aircraft which applications for the renewal of the Certificate of Airworthiness have not been submitted for three consecutive years shall be removed from the National Register for Civil Aircraft. The aircraft external Nationality and Registration markings and internal identification plate shall be removed from the aircraft.
2. Reinstatement of the Registration may be effected when the owner or the operator submits proof that the aircraft has been inspected by an official of the Authority and found satisfactory

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SUBPART C – DEREGISTRATION

CAR 47.25 Deregistration Prior to Exporting Aircraft

1. The applicant for aircraft Deregistration shall submit the following:
 - (a) An application for the issue of an export certificate of airworthiness; and
 - (b) An application for issue of an Aircraft Deregistration Certificate
 - (c) A letter from the foreign state registering the aircraft including any special requirements falling outside the Type Certificate issued by the state of design.
 - (d) Confirmation of the removal of the following:
 - i. Mode S code
 - ii. Emergency locator Transmitter (ELT) hex code
 - iii. Aircraft Identification plate
 - iv. All Oman Nationality and Registration Markings
 - (e) If the aircraft has an IDERA lodged against, the IDERA must be removed first.
 - (f) If the aircraft is on Omani AOC, within 7 days of Deregistration an application to remove the aircraft from AOC must be submitted to CAA.
 - (g) Payment of appropriate fee as per CAR 47.9.

CAR 47.26 Deregistration Prior to Destruction/Breakup of Aircraft

1. The applicant for the aircraft Deregistration shall submit an application to the Authority along with the following:
 - (a) A letter from the Owner of the aircraft if different if different from the registered Holder of the aircraft stating that they are aware of the application for deregistration of the aircraft along with the original copy of the Certificate of Registration.
 - (b) An application for issue of Aircraft Deregistration Certificate.
 - (c) Confirmation of the removal of the following:
 - i. Mode S code
 - ii. Emergency locator Transmitter (ELT) hex code
 - iii. Aircraft Identification plate
 - iv. All Oman Nationality and Registration Markings have been removed
 - (d) If the aircraft has an IDERA lodged against, the IDERA must be removed first.
 - (e) If the aircraft is on Omani AOC, it shall be removed from the AOC prior to deregistration.
 - (f) Payment of appropriate fee as per CAR 47.9.

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SUBPART D – NATIONALITY AND REGISTRATION MARKS

CAR 47.27 Scope

This Subpart establishes the standards of nationality and registration marks for aircraft.

CAR 47.28 Nationality and Registration Marks Required

1. An aircraft (other than an aircraft permitted by or under this Regulation to fly without being registered in accordance with the provisions of CAR-47.2-1 paragraph (2) and of CAR-47.2-2 shall not fly unless it bears painted thereon or affixed thereto, in a manner required by law of Sultanate of Oman or the country in which it is registered, the nationality and registration marks required by that law.
2. The marks to be borne by an aircraft registered in the Sultanate of Oman shall comply with the provisions of CAR-47.27.
3. An aircraft shall not bear any marks which purport to indicate:
 - (a) That the aircraft is registered in a country in which it is not in fact registered;
 - (b) That the aircraft is a State aircraft of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has authorised the bearing of such marks.

CAR 47.29 Reservation of Registration Mark and Mode S Code

1. The Authority shall reserve aircraft registration mark and Mode S code address upon being satisfied that application for such reservation meets all the Authority requirements. The reserved registration mark and Mode S code address cannot be used unless the aircraft is registered in the Aircraft Register of the Sultanate of Oman being granted with a Certificate of Registration.
2. A Mode S code address shall not be changed except under exceptional circumstances approved by the Authority. It shall not be changed during flight.
3. A Mode S code address cannot be reserved for an aircraft unless registration mark is already reserved for that aircraft.
4. The Mode S code address is cancelled if:
 - (a) The twelve (12) months' reservation period expires without being used, or (b)
The aircraft is removed from the Aircraft Register.

Note: use CAA application form AWR 021 to obtain Mode S code address.

CAR 47.30 Aircraft registered in the Sultanate of Oman

1. Nationality and registration marks

- (a) The nationality and registration marks shall consist of a group of characters without ornamentation. The Sultanate of Oman's nationality mark shall be the capital letter "A" in Roman character followed by Arabic number "4" and Roman character "O". The Nationality mark shall precede the registration mark.
- (b) The registration mark of Sultanate of Oman registered aircraft shall:

- i. be assigned by the Authority Aircraft Register; and
- ii. be a group of two or three capital letters in Roman characters preceded by a hyphen from the nationality mark; and
- iii. have no combination which might be confused with:
 - A. The five-letter combinations used in the International Code of Signals, Part II,
 - B. The three-letter combinations beginning with Q used in the Q Code, and
 - C. The distress signal SOS, or other similar urgent signals for example XXX, PAN and TTT.

Note: For paragraph (b)(i)(C) reference to these codes, see the currently effective International Telecommunications Regulation.

The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the state of Registry by the International Telecommunication Union. The nationality and registration mark shall be notified to the International Civil Aviation Organization.

The nationality and registration marks shall be:

- displayed to the best advantage, taking into consideration the constructional features of the aircraft.
 - kept clean and visible at all the times
 - painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence in the manner specified in this paragraph.
 - displayed to the best possible advantage considering the contrast in color with the background of the color of the aircraft and having regard to the construction or features of the aircraft;
 - formed by solid legible lines and painted on the aircraft or affixed thereto by any other means ensuring a similar degree of permanence; and
 - Their letters and numbers in each separate group of nationality and registration marks shall be of equal height and they, and the hyphen, shall all be of the same single color which shall contrast with the background on which they appear.
- (c) The nationality and registration marks shall also be inscribed, together with the name and address of the registered owner of the aircraft, on a fire-proof metal plate affixed:
- i. in the case of an aeroplane having an empty weight not exceeding 150 kg either in accordance with paragraph (ii) or in a prominent position to the wing; or
 - ii. in the case of any other aircraft in a prominent position on the fuselage, or basket, as the case may be, and near to the main entrance to the aircraft; or
 - iii. in the case of an unmanned free balloon, affixed conspicuously to the payload. The identification plate shall also include name of the aircraft owner and operator.
 - iv. in the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

- (d) The aircraft owner is responsible to ensure that the identification plate referred in paragraph (c) is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.

The common mark shall be selected from the series of symbols included in the radio call signs allocated to the International Civil Aviation Organization by the International Telecommunication Union.

Note 1: *Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organisation.*

Note 2: *Nationality marks and national emblems notified by States to ICAO and common marks allocated by ICAO can be found in the List of Aircraft Nationality Marks, National Emblems and Common Marks which is published on the ICAO public website address: <https://www.icao.int/nationalitymarks>*

2. Position and size of Marks

- (a) The position and size of marks on heavier than air aircraft (excluding kites) shall be as follows:

- i. on the horizontal surfaces of the wings:

(aa) On aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure and shall be located on the left half of the lower surface of the wing structure unless they extend across the whole surface of the wing structure. So far as possible, the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters and numbers shall be towards the leading edge of the wing; (bb) the height of the letters and the number shall be:

(aaa) subject to sub-paragraph (bbb): at least fifty (50) centimeters;

(bbb) if the wings are not large enough for the marks to be fifty (50) centimeters in height, marks of the greatest height practicable in the circumstances;

- ii. on the fuselage (or equivalent structure) and vertical tail surface:

(aa) the marks shall also appear either:

(aaa) on each side of the fuselage (or equivalent structure) between the wings and the tail surface; or

(bbb) on the upper halves of the vertical tail surfaces on the vertical tail surfaces and the height of the marks shall be at least thirty (30) Centimeters;

(bb) when located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surfaces, the marks shall appear on the outboard sides of the outer-surfaces. Subject to sub-paragraph (dd) and (ee) below, the height of the letters and the number constituting each group of marks shall be at least thirty (30) Centimeters;

(cc) if one of the surfaces authorised for displaying the required marks is large enough for those marks to be thirty (30) centimeters in height and the other

is not, marks of thirty (30) centimeters in height shall be placed on the largest authorised surface;

(dd) if either authorised surface is large enough for marks of thirty (30) centimeters in height (whilst complying with sub-paragraph (ee) below), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two-authorised surfaces;

(ee) the marks on the vertical tail surfaces shall be such as to have a margin of at least centimeters along each side of the vertical tail surfaces;

(ff) on rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the side of the fuselage (or equivalent structure) is less than 30 centimeters, the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practical and shall be placed with the tops of the letters and the number towards the nose. The height of the letters and the number constituting each group of marks shall be:

(aaa) subject to sub-paragraph (bbb), at least fifty (50) centimeters; or

(bbb) if the lower surface of the fuselage is not large enough for the marks to be of 50 centimeters in height, marks of the greatest height practicable in the circumstances;

iii. wherever in this paragraph marks of the greatest height practicable in the circumstances are required, that height shall be such as is consistent with compliance with paragraph (1)(c) of this Subpart.

iv. Special cases: If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in paragraph (a)(i) and (a)(ii), or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by Authority, taking account of the need for the aircraft to be identified readily.

(b) The position and size of marks on airships and free balloons shall be as follows:

i. in the case of airships, the marks shall appear either on the hull or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer shall be located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.

ii. in the case of free balloons, the marks shall be in two places on diametrically opposite sides of the balloon;

iii. in the case of both airships and free balloons the side marks shall be so placed as to be visible from the sides and from the ground. The height of the letters and the number shall be at least fifty (50) centimeters.

iv. Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (b)(iii), the measurements of the marks shall

be determined by the Authority, taking account of the need for the aircraft to be identified readily.

- (c) The position and size of marks on spherical balloons (other than unmanned free balloons) shall be as follows:
 - i. the marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
 - ii. The height of the number shall be at least fifty (50) centimeters.
 - iii. Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (c)(ii), the measurements of the marks shall be determined by the Authority, taking account of the aircraft can be identified readily.
- (d) The position and size of marks on non-spherical balloons (other than unmanned free balloons) shall be as follows:
 - i. The marks shall appear on each side. They shall be located near the maximum cross section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.
 - ii. The height of the number shall be at least fifty (50) centimeters.
 - iii. Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (d)(ii), the measurements of the marks shall be determined by the Authority, taking account of the aircraft can be identified readily.
- (e) The position and size of marks on lighter-than-air aircraft (other than unmanned free balloons) shall be as follows:
 - i. the side marks shall be visible both from the sides and from the ground.
 - ii. the height of the marks shall be at least fifty (50) centimeters.
 - iii. Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (e)(ii), the measurements of the marks shall be determined by the Authority case by case, taking account of the aircraft can be identified readily.
- (f) The position and size of marks on unmanned free balloons shall be as follows:
 - i. the marks shall appear on the identification plate.
 - ii. the measurements of the marks shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.

3. Width, Spacing and Thickness of Marks (a)

For the purpose of this paragraph:

- i. 'standard letter' shall mean any letter other than the letters "I, M and W";
- ii. the width of each standard letter, the number 4 and the length of the hyphen between the nationality mark and the registration mark shall be two thirds of the height of a character;
- iii. the width of the letters "M and W" shall be neither less than two thirds of their height nor more than their height; and

- iv. the width of the letter “l” and the number “1” shall be one sixth of the height of the letter;
- (b) The thickness of the lines comprising each letter, the number and hyphen shall be one sixth of the height of the letters and number forming the marks and shall be formed by solid line.
- (c) Each letter, number and hyphen shall be separated from the letter or number or hyphen which it immediately precedes or follows, by a space of not less than one quarter (1/4) of a character width. Each such space shall be equal to every other such space within the marks. A hyphen shall be regarded as a character for this purpose.

CAR 47.31 Identification Plate

1. All Omani aircraft shall carry an identification plate required to be displayed, etched, stamped, or engraved with the allocated nationality and registration marks owner/operator name at least.
2. The identification plate shall
 - (a) be made of fireproof metal or other fireproof material of suitable physical properties; and
 - (b) be secured to the aircraft in a prominent position near the main point of entrance or other place agreed by the authority.
 - i. in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
 - ii. The aircraft owner is responsible to ensure that the identification plate is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.

CAR 47.32 Sale of Aircraft; Removal of Marks

When an aircraft that is registered in Oman is sold, the holder of the Certificate of Aircraft Registration shall remove, before its delivery to the purchaser, all Omani marks from the aircraft, unless the purchaser is:

1. A citizen of the Sultanate of Oman
2. An individual citizen of a foreign country who is lawfully admitted for permanent residence in the Sultanate of Oman.
3. When the aircraft is to be based and primarily used in the Sultanate of Oman, a corporation (other than a corporation which is a citizen of Oman) lawfully organised and doing business under the laws of Oman

CAR 47.33 Revocation and Suspension of the Certificate of Registration

The Authority shall suspend or revoke the certificate of registration on the date upon which:

1. The aircraft is registered under the laws of a foreign country;
2. The aircraft is totally destroyed or scrapped;

3. Ownership of the aircraft is transferred;
4. The holder of the certificate loses his nationality;
5. The owner, if a person residing or having a place of business in the of Sultanate of Oman, losses his residence permit or equivalent residence approval issued by the competent authority;
6. The owner, if a body incorporated in a foreign country, ceases to be the lessee in the aircraft lease agreement previously accepted by the Authority,

CAR 47.34 Noise Certificates

This Section requires that certain aircraft carry a Noise Certificate in accordance with CAR 21 Subpart I and comply with any of the conditions subject to which the certificate was issued and also prescribes the standards which have to be met by these aircraft prior to the issue of a Noise Certificate.

RELATIONSHIP TO INTERNATIONAL STANDARDS

ICAO Annex 16, titled 'International Standards and Recommended Practices – Environmental Protection Volume 1 - Aircraft Noise', contains standards applicable to all aircraft included in the classification defined therein for noise certification purposes where such aircraft are engaged in international air navigation. The Annex requires that noise certification shall be granted on the basis of satisfactory evidence that the aircraft complies with national requirements which are at least equal to the applicable standards specified in the Annex.

1. This Section applies to every Omani registered civil aircraft engaged in international air navigation which is classified under Chapters between 2 and 12 of PART II of Volume I of ICAO Annex 16.
2. NOISE RESTRICTIONS
 - (a) After 01 Jan 2015, no jet powered subsonic aircraft certificated to a standard equivalent to ICAO Annex 16 Chapter 2 or FAR Part 36 Stage 2 standards or worse, and with a Maximum Take-Off Mass (MTOM) of 75000 Pounds / 34020 Kilograms or more shall be registered in the Sultanate of Oman.
 - (b) After 01 Jan 2017 no jet-powered subsonic aircraft registered in the Sultanate of Oman, certificated with a Maximum Take-Off Mass (MTOM) of 75000 pounds / 34020 Kilogram or more, shall be operated to and from an Omani airport, unless it is compliant with a standard equivalent to ICAO Annex 16 Chapter 3 or FAR Part 36 Stage 3 or better noise standards.
3. NOISE CERTIFICATE

The format of the Noise Certificate shall comply with CAR-21 Subpart I.

CAR 47.35 Radio and Radio Navigation Equipment

RADIO LICENCE

The license to operate a radio station in an aircraft is issued by the Telecommunication Regulatory Authority (TRA) to whom request shall be made.

Note: Refer to CAR OPS-1, 2, 3, and 4 Subpart L for radio and navigation equipment requirements.

CAR 47.36 Revocation, suspension and variation of certificates, licenses and other documents.

1. GENERAL

- (a) The Authority shall, if it seems fit, provisionally suspend or vary any certificate, license, approval, permission, exemption, authorization or other document issued by the Authority pending inquiry into or consideration of the case.
- (b) The Authority shall, on sufficient ground being shown to its satisfaction after due inquiry, revoke, suspend or vary any such certificate, license, approval, permission, exemption, authorisation or other document.
- (c) The holder or any person having the possession or custody of any certificate, license, approval, permission, exemption or other document which has been revoked, suspended or varied shall surrender it to the Authority within a reasonable time after being required to do so.
- (d) The breach of any condition subject to which any certificate, license, approval, permission, exemption or other documentation has been granted or issued, or which has effect in the absence of provision to the contrary in the document, renders the document invalid during the continuance of the breach.

CAR 47.37 Flight permit

1. GENERAL

A Flight Permit may be issued by the Authority:

- (a) For an aircraft that may not currently meet applicable Airworthiness Requirements but is safe to fly to:
 - i. a base where repairs, alterations, or maintenance are to be performed, or to a point of storage (without a valid CoA);
 - ii. deliver or export the aircraft to or from the Sultanate of Oman (without a valid CoA);
 - iii. evacuate aircraft from areas of impending danger (without a valid CoA);
 - iv. certify a repair or a post TC change, when a test flight is required by the Approved Design Organisation; or
 - v. reinstate the validity of the CoA.

Note: For Post Maintenance Check Flights required by the Aircraft Maintenance Manual or Flight Tests required by the Organisation's procedures, no Flight Permit is required.

 - vi. Outside the certified flight envelope.
- (b) To authorise the operation of an aircraft at a weight in excess of its maximum certificated takeoff mass for flight beyond the normal range over water or over land area where landing facilities or appropriate fuel is not available.
- (c) The excess weight that may be authorised under this paragraph is limited to the additional fuel, fuel carrying facilities and navigation equipment necessary for the flight.

2. Application

An applicant for a Flight Permit shall submit an application in a form and manner prescribed by the Authority as per CAR 21 Subpart P.

APPENDIX 1 Certificate of Registration CAA Form
(Applicable as of 01 November 2020)

Register Page No:		Registration No:
<i>CERTIFICATE OF REGISTRATION</i>		
1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's designation of aircraft	3. Aircraft serial No.
4a. Issued to (Name of holder)		
Basis of registration (check one): <input type="checkbox"/> ownership of aircraft <input type="checkbox"/> operator of aircraft <input type="checkbox"/> other (explain):		
4b. Name of owner, if different from holder:		
5. Address of holder.....		
6. It is hereby certified that the above described aircraft has been duly entered on the National Civil Aircraft Registry of the Sultanate of Oman in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the Civil Aviation Regulation CAR47.		
Signature: Director General for Civil Aviation Regulation Date of Issue: DD/MM/YYYY		

Transfer or cancellation of registration of aircraft	
I hereby certify that the ownership of the aircraft described in this certificate of registration has been : (1) Transferred / Cancelled	
Date :	
To :	
(Name of New Owner in Block Letters)	
Address of New Owner :	
Nationality :	
The reason for cancellation being	
..... Date Signature of Registered Owner
(1) Strike out if not applicable	

APPENDIX 2 Certificate of Aircraft Deregistration CAA Form

(Applicable as of 01 November 2020)

Register Page No:		Registration No:
<i>CERTIFICATE OF DEREGISTRATION</i>		
1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's designation of aircraft	3. Aircraft serial No.
4a. Issued to (Name of holder)		
Basis of registration (check one): <input type="checkbox"/> ownership of aircraft <input type="checkbox"/> operator of aircraft <input type="checkbox"/> Other (explain):		
4b. Name of owner, if different from holder:		
5. Address of holder.....		
6. It is hereby certified that the above described aircraft has been duly removed from the and its nationality or (name of register) common and registration marks have been cancelled.		
6a. Reason(s) for deregistration, if known:		
Signature: Director General for Civil Aviation Regulation Date of Issue: DD/MM/YYYY		